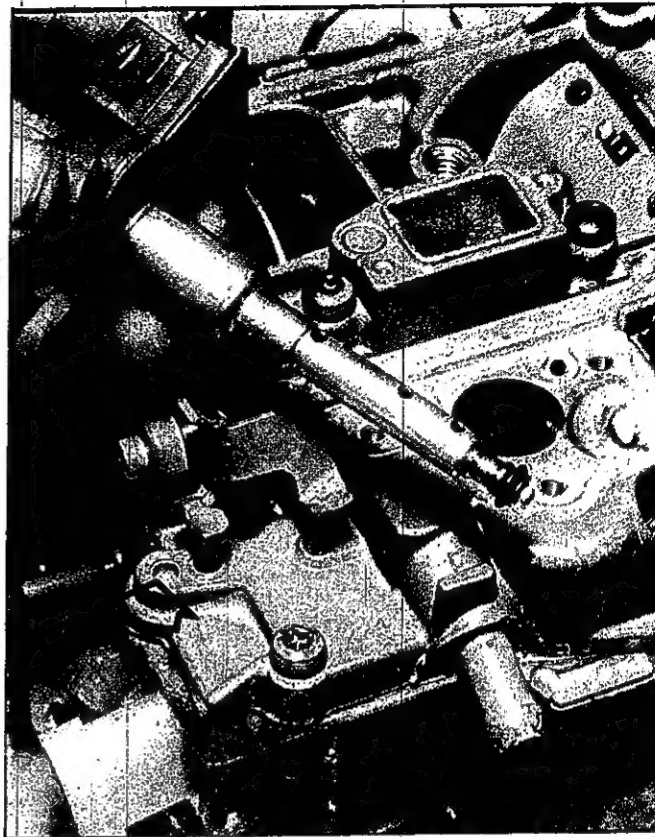


Rochester Varajet

CARBURETOR

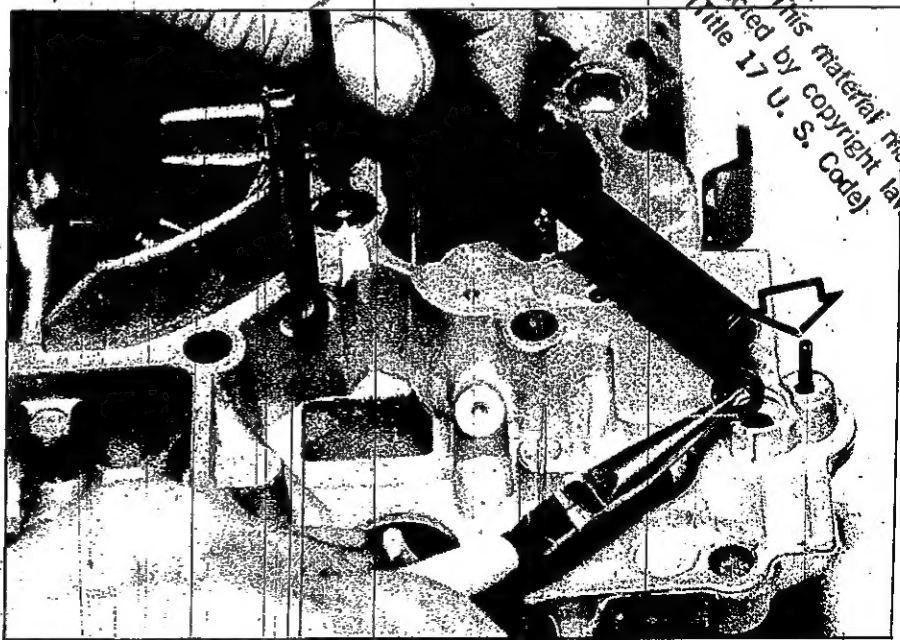


Although you'll have to use a little muscle to pull the mixture control solenoid out of a Varajet, it ain't tight enough to warrant prying it out with a screwdriver! O-ring on the end of the solenoid stem happens to fit pretty tightly into a little well in the floor of the fuel bowl. If the o-ring leaks, the carb will run rich all the time. Never fool with the adjusting screw under the cup plug (ar-



row) unless your diagnosis leads you to a bad or an out-of-adjustment throttle position sensor (TPS). To reach the TPS adjustment screw, carefully drill a 5/64-in. hole into the cup plug. Then pop out the cup plug with a mini-dent puller such as the one included in Thexton's tool kit P/N 357.

The seal we're holding here prevents gasoline vapors from seeping out at the TPS plunger pin as well as keeping dirt from creeping in around the plunger pin. Watch that you don't drop the TPS plunger pin when you invert the air horn during tear-down. The little steel ring we're holding on the end of this Borroughs removal tool is staked into the air horn to hold the seal in place. To remove seal, gently chip away the staked aluminum with a tiny chisel. Slide a punch through the air horn to pop the seal and retainer ring out. Or, just yank the ring out with a tool such as the one shown here. Borroughs also offers a little reamer that neatly removes the factory staking on Varajet TPS and accelerator pump seals. Arrow points to tip of TPS adjusting screw.

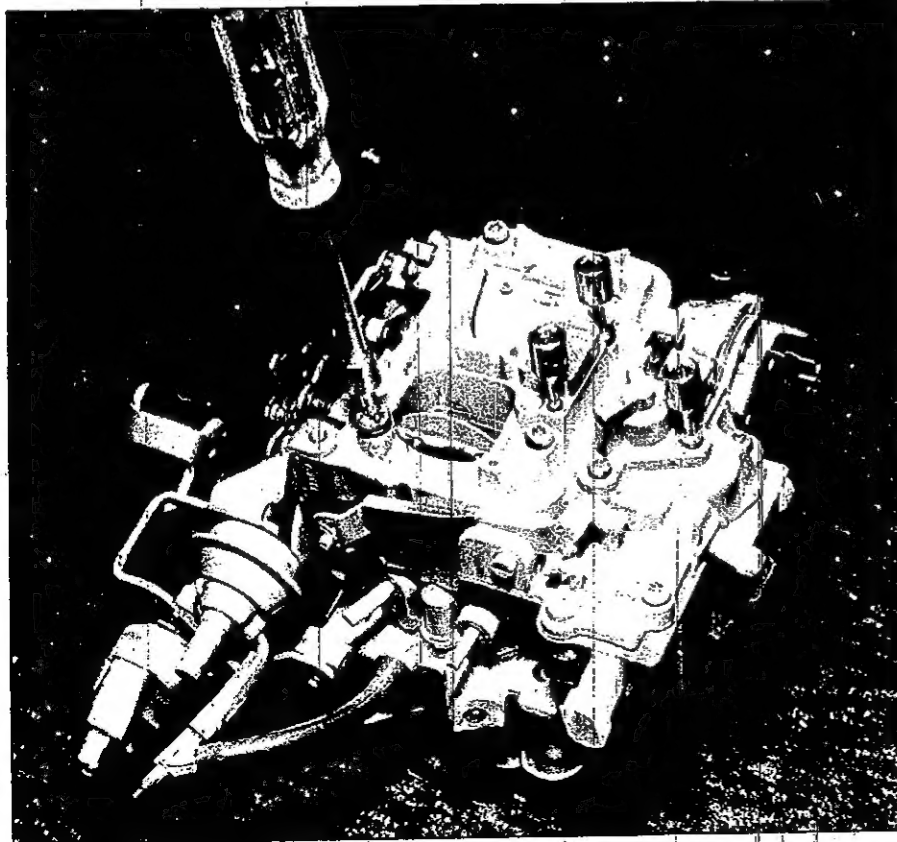
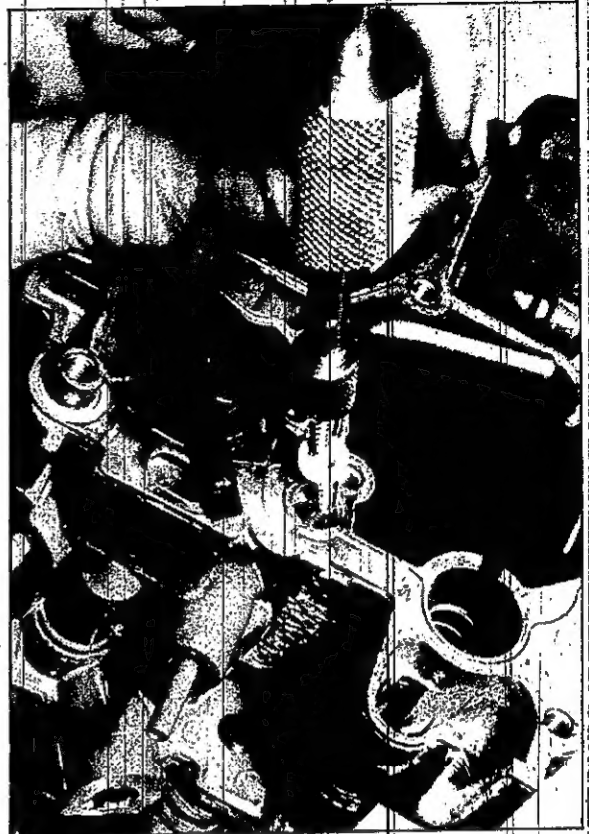
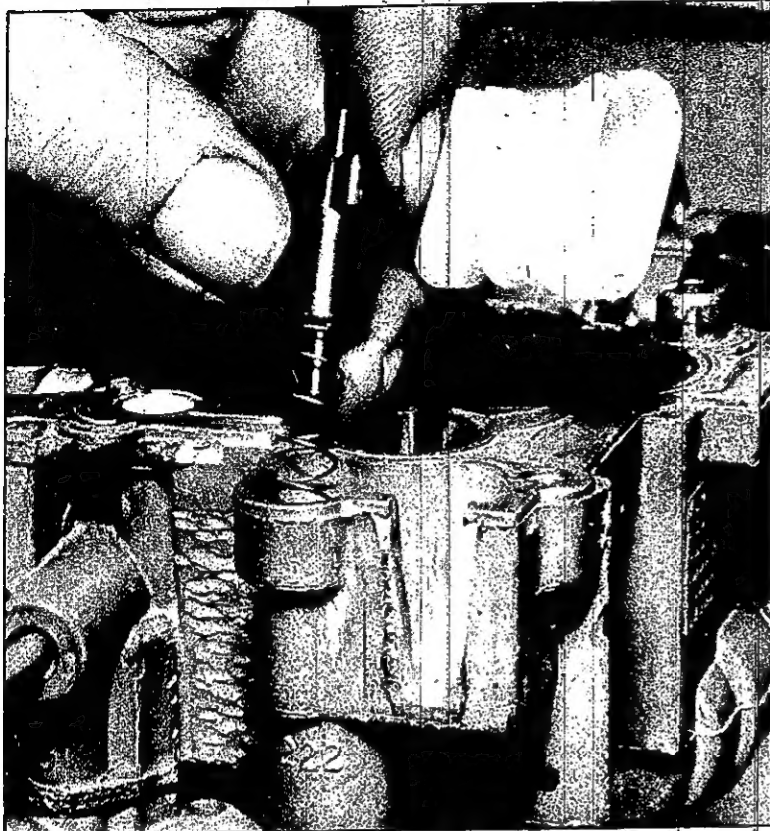


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QUICK-TAKES

FIELD FIXIN' FINICKY FUELERS

By DAN MARINUCCI
Technical Editor



That spring (above left) under the TPS switch is there for a reason, so don't lose it or forget to install it during reassembly. Spring holds TPS upward against the TPS adjuster screw; adjuster screw in turn determines how far the little plunger inside the TPS can travel. Like its sister carbs the Q-Jet and Dualjet, the Varajet should show a TPS voltage of 0.5 volts at curb idle and about 5 volts at wide-open throttle.

This white plastic retainer (above) is pressed rather snugly into the Varajet bowl casting in order to hold the pump/circuit check ball spring in place. Do plan on removing it if you plan on cleaning the carb thoroughly! Haul out the Thexton slide hammer or else use the tanged Borroughs tool shown here to safely yank that plastic retainer. Don't pry it out with a punch or screwdriver or you may damage the fuel bowl-to-air horn sealing surface and create an internal leak in the carb.

(Left). Just to remove the air horn from a Varajet, you'll need four different size Torx bits—a No. 10, a No. 20, a No. 25, and a No. 30! Remember that all Dualjets and Quadrajets now have Torxhead hardware too. And like the computer-controlled Q-jets and Dualjets, the Varajet has non-adjustable accelerator pump linkage (arrow).